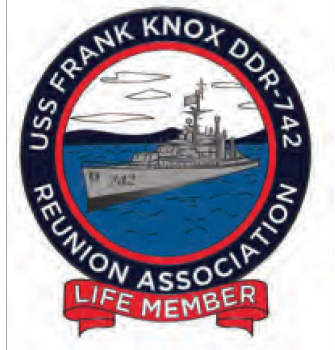




86 LIFE MEMBERS and counting



KNOX KNEWS

Editor: LT Steve Cross

OUR HISTORY WON'T SAVE ITSELF!

"It is only through shared stories and pictures that we live on and do not die."

ussfrankknox.com

Fall 2021



In this issue – Albuquerque was a success - Exchange pilots - THE LAST STORY - USS ROBIN - AMERICA's CUP SAILOR - I SPEAK RUSSIAN - CONCORD SQUADRON 1964 - PRICELESS DOCUMENT POSTED - Taps - 2021 Annual On-Line Auction - Ships Store

REUNION 2022 IS ON! - Pensacola, FL September 2022. Home of dazzling Naval Aviation Museum. Pensacola is home to beaches, ocean activities and warm Florida hospitality. Close to Mobile Alabama and scenic New Orleans La, this reunion offers extended vacation opportunities. Hotel reservation numbers and exact reunion dates will be available soon. Watch for updates on the website: **www.ussfrankknox.com**.

ACTION ITEMS - DUES ARE DUE! – Don't miss out on the newsletters, Communications, Annual Auction or special event like the 30th Anniversary Coin in 2019. Life Members are included in all special events – only **14 Life Memberships left** – first come, first serve.

BOARD CHANGES – Bill Atkinson YN3 will take over as reunion coordinator. Vaughan Kruger who is remembered for his great work as coordinator, will assist Bill setting up Reunion 2022. **Don Landers QM3** was added to the Board as well. Don will run this year's Veterans Day auction.

Fall 2021



USS Frank Knox (DDR742) Reunion Association
 Harry Chandler, President: hchandler64@gmail.com, 928-925-9490
 Stephen Cross, VP Communications: stephencross742@gmail.com, 619-922-9449
www.ussfrankknox.com



"ANNUAL DUES ARE DUE" Orv Kreig

If you haven't already paid dues for 2022, in the words of Orv, "Dues are Due"

2022 Membership Renewal, Life Membership & Membership Application

It's that time of year again; to remind you the Membership Dues are due. We would appreciate you filling out the information below and sending it with your check to:

USS Frank Knox Reunion Association c/o Margaret Watson, Treasurer 3421 NW Coronado St., Corvallis, Oregon 97330
 Tel: 541-757-8067 **PLEASE MAKE YOUR CHECK PAYABLE TO "MARGARET WATSON"**

Annual Dues Renewal: \$30

Lifetime Dues (one-time payment):

Age 60 – 69, \$300
 Age 70 – 79, \$200
 Age 80 – 89, \$100
 Age 90 + , Free

Membership dues include Master Roster (to be mailed out early March), newsletters and mailings, special pricing for the Reunion activities, and voting privileges on matters before the membership at the annual business meeting. Even if you are unable to attend the reunion, your dues will help support costs to maintain and preserve our USS Frank Knox Reunion Association - membership roster, website maintenance (ussfrankknox.com), mailings and to preserve our Mission Statement: "The USS Frank Knox Reunion Association conducts reunions and other meetings to foster camaraderie with the officers and sailors who served aboard the USS Frank Knox (DDR-742) during her 27 years of service in the US Navy. The Reunion Association will maintain a factual narrative of the ship and men who served aboard USS Frank Knox." *If you have a special talent and would like to offer your assistance, help is appreciated.*

MEMBERSHIP APPLICATION/RENEWAL		
APPLICANT INFORMATION - JOIN		
Name:		
Date of birth (optional):	Wife/Companion:	
Address:		
City:	State:	ZIP Code:
Phone/s:	Rank when on board:	Years Served on Ship (mo/yr to mo/yr)
E-mail:		
MEMBERSHIP DUES FOR CALENDAR YEAR INCLUDE: MASTER ROSTER, REUNION PRICING & NEWSLETTER		
NOTES:		



SAVE THE DATE: September/October 2022
 32nd Annual USS Frank Knox Reunion

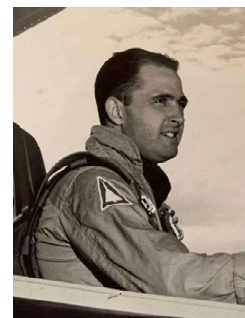
Albuquerque was a success – Great hotel and meals, friends new and old, plus a super tour package!

Thursday tour took everyone along the TURQUOISE TRAIL and historic route 66. Historic buildings along the way and in SANTE FE. The tale of a mysterious wooden spiral staircase captivated everyone. Lunch in historic Santa Fe plus the Georgia O'Keefe museum and the Palace of the Governors. Groups gathered after for small dinner groups at several restaurants within walking distance of our hotel. Then back to our hospitality room for more stories.

Friday, our breakfast buffet was ready before heading out to tour the National Museum of Nuclear Science and History. Fascinating exhibits inside and a complete Air Museum outside. Members viewed a B-52, B-47 and B-29 bombers. Full scale rockets and actual casings of recovered A-bombs from "Broken Arrow" events. Lunch followed in historic Old Town Albuquerque. After lunch the group took time for remembrance and reflection at the New Mexico Veterans Memorial. New Mexico is a very respectful and patriotic state. This memorial, inside 7 acres of dedicated ground, celebrated every aspect of service from the call to duty to the home coming. A fitting end to our tours. Dinner groups formed again for wine and food. Two restaurants across from our hotel provided fine food for all.

Saturday – we finished our annual business meeting knowing our finances remain strong. Members present voted to make Pensacola, FL the 2022 reunion site. [More information as our hotel search narrows down.] The annual white elephant auction netted a new record \$2400 for the treasury, including the drawing for the 4-day room prize. Our final banquet included an annual tradition newly named for Piper Jim Healy who passed away in 2021. The tradition will continue – including the piper leading us into the banquet room. This banquet food and service will be hard to beat. Pictures on our website show before and after how much everyone enjoys our reunions. New attendees echoed "I can't wait to sign up for Pensacola!"

Exchange pilots are a breed apart - they volunteer to fly unfamiliar aircraft in some one else's service. Consider the journey of the late, and great, Will Abbott, Col. USAF ret. In 1966 Will trained to fly aboard aircraft carriers in the F-8 Crusader. Will traded a 10,000 ft runway for an 80 ft touch down and a 340 rollout hooked to a steel arresting cable. Will was flying off USS ORISKANY Sept. 5, 1966 in a Navy F-8 Crusader when he was shot down and captured. For 3 months his wife feared he was dead. For the next 6+ years his wife prayed he would be spared pain and suffering. He was not spared. Fellow POW Ev Southwick referred to the first 3 plus years as constant terror. Will returned to the US, completed his recovery and went on to command a fighter squadron, then a large fighter group. The large turnout for his celebration of life was held on USS MIDWAY. Will's super quiet manner won many friends among Midway's volunteers. In 2017 will became one of 32 individuals to be awarded Navy Wings of Gold in a large ceremony on USS MIDWAY. He proudly wore his two sets of WINGS while volunteering on MIDWAY.



THE LAST STORY - Shortly before Irv Eisenberg RM3 had a stroke in August he recalled the details of how the original USS FRANK KNOX crew was formed. After the ship was launched it traveled north into the Androscoggin River inlet, then Southwest into Casco Bay out side of Portland ME. From Casco Bay you continue around Cape Elizabeth into the Gulf of Maine past infamous Wood Island. Boston Navy was the destination for the ship to complete fitting out.

The crew was formed in Norfolk VA, trained and organized there while the ship was fitting out. Irv recalls there were 12 officers and 144 enlisted, including chiefs. The crew was then transported from Norfolk to Boston by train to meet their new ship. Shortly after we spoke on the phone, I mailed Irv the original crew roster of plank owners as well as a summary of the first-year activities prepared by the late Bob Beachkovski, SKD2. Irv acknowledged receiving the package from me and delighted in the detail. His stroke followed a few days later. The story tellers voice was silenced by his stroke. He passed away a little over a month later. It was time. He was 96.

In our many phone conversations he detailed much of the ship's early history and stories from areas where the ship docked. His radio shack was located next to the radar and jamming equipment behind the bridge. He was in touch with many of the plank owners and first crew. Through Irv, I was able to interview several, including some who shared their dairies. A big thanks from all of us for sharing so much.

USS ROBIN – The US Aircraft Carrier that never was. At first glance it seems to be what it claims – a ship under US command. Aircraft aboard wore the US Star. The radio operators spoke with US accents. Many of the aircrew also had the US uniforms.

But the name did not match any known ship in the US command – USS ROBIN could not be found in the “minesweeper category”, or ocean-going tug. The reason – ROBIN was an aircraft carrier. The ship was flying the flag of the US Navy. ROBIN was the code name for the HMS VICTORIOUS. The Royal Navy loaned the US Navy the VICTORIOUS because we were almost out of carriers in the Pacific in late 1942.



USS SARATOGA was the remaining aircraft carrier in the Pacific – her repairs were to keep her out of the front line until late November 1942. ENTERPRISE? too much battle damage for Halsey's flag ship. LEXINGTON was lost at the Battle of Coral Sea; YORKTOWN was lost at Battle of Midway. WASP was torpedoed September 1942. HORNET was lost during the battle of Santa Cruz Islands, October 25-28, 1942. By October 1942, the US was down to ONE carrier in the Pacific – SARATOGA, and she was in the yards! The Battle of Midway helped reverse the course of WWII, however the war of attrition left the Pacific Fleet in grave danger.

HMS VICTORIOUS received a complementary paint job to look like a US carrier. US Radioman were aboard. The aircraft, Sea Hurricanes, were distinctively British. And the flag from the masthead was a clear giveaway – the British Ensign. As Essex class carriers started to arrive the US Fleet in the Pacific breathed a sigh of relief. First completed was USS ESSEX CV9, then YORKTOWN CV10, followed by INTREPID CV11 and USS HORNET CV12. There is a famous photo of the new carriers “Murderers’ Row” featuring Carriers WASP CV18 (closest), YORKTOWN CV10, HORNET CV12, HANCOCK CV19 and TICONDEROGA CV14 taken December 1944.

AMERICA’s CUP SAILOR – Paul Fields GMG3 recalls his Weapons Officer LT Michael Deland was an accomplished sailor, experienced in 40ft sailboats. LT Deland appears in the official record of AMERICA’s Cup where he is listed as a crewman on the challenger boat NEFERTITI, in the year that CONSTELLATION defended the AMERICA’s Cup 4-0 against the English challenger SOVERIGN. If anyone knows of Paul Deland’s location, or contact information, I would like to reach out to him for an update. San Diego was the home of the AMERICA’s Cup for a time and also the home port of USS FRANK KNOX in the US.

I SPEAK RUSSIAN – Paul Fields GMG-3 did take a year of Russian in school never dreaming he would use his language in the Navy, let alone speaking to the crew of a Russian Intelligence trawler. In the Sea of Japan in 1964, FRANK KNOX was escorting a carrier, the BON HOMME RICHARD. The carrier was experiencing jamming signals from a shadowing Russian Intelligence trawler. An officer from the carrier fluent in Russian was transferred to the FRANK KNOX. FRANK KNOX was then detached from the carrier screen to intercept, stop, board the trawler and relay a message to STOP the jamming. The CO of the FRANK KNOX was Captain Orlin Putnam.

FRANK KNOX successfully stopped the Russian trawler. The boarding party including Fields, the Russian Speaking officer, and two other boarding party members approached and boarded the Russian ship. Using his best Russian, the carrier officer delivered the message to “stop jamming”. The exchange was best described as business-like over the jamming incident. Fields could catch some of the comments with his limited Russian. What did the trawler look like I asked Fields replied “Not much like a fishing boat. A lot of antennas and electronic equipment.” The Russian Trawler moved several 1000 yards distant but remained in the area.

The message delivered, the boarding party departed and Fields set aside his role as boarding party member and returned to his role as Gunners Mate Third Class.

Carriers deployed to the Med or Baltic/North Sea always had one or more Ruling (Russian Linguists CTTI) temporarily assigned to SSES. Same goes for carriers deployed to the far east (South or East China Sea). In this case they would have Chiling or Chinese Linguists (CTTI).

CONCORD SQUADRON -1964 – Paul Fields asked me to update the website about the Concord Squadron 1964 which consisted of the carrier BON HOMME RICHARD CV31, an Essex class carrier, destroyers FRANK KNOX, SHELTON, BLUE and oiler HASSAYAMPA formed TF-90. The squadron departed from Subic Bay March 31, 1964 on the first leg of a goodwill cruise into the Indian Ocean. After crossing the South China Sea, TF-90 navigated the tight waters of the Malacca Straits and out into the Indian Ocean toward the East coast of Africa. The cruise book recalls “The ships maintained peak readiness with operations on an exceptionally high tempo. Constant flight ops and first light refuelings on the Sabbath became standard practice.”

On April 8 the squadron entered the Southern Hemisphere conducting “crossing the line” ceremonies. “During the following three-week period, the force visited Diego Suarez, Madagascar, transited the northern Mozambique Channel to the principle Kenyan port of Mombasa, and thence, returned to the British Protectorate of Aden” according to the cruise book. “On the second of May, in the Gulf of Oman, the Shah of Iran landed aboard the BON HOMME RICHARD to witness a fire power demonstration by Carrier Wing Nineteen and the flagship’s escorts. FRANK KNOX memorably performed as a surface gunnery and ASW firing ship.”

“With bows to the EAST and flight ops uninterrupted, Task Force Ninety rounded the northwestern tip of Sumatra and reentered the Malacca Straits on May 11. Five days later in Subic Bay, having logged a total of 18,113 engine miles, the force was dissolved.”



History will record that the 47-day cruise served American and Great Britain interests in a number of important areas recalls the Cruise Book. “The extended tour was a visible demonstration of American concern for the integrity and well-being of free peoples in Africa and the Middle East. Valuable information concerning the Indian Ocean was compiled. The operation reaffirmed the United States’ belief in freedom of the high seas. And, the Squadron demonstrated the mobility and endurance of the Naval task force.”

The underlined phrases above highlight three goals focused on Indonesia and then President Sukarno. Sukarno wanted to restrict the passage of US and British ships through the tight passages of Malacca and Suda. The US led the first forced opening during the Concorde passage. The British would follow in August 1964 in the Straits of Suda. Second, former British colonies were in transition and ripe for unrest. The US force reinforced the idea that the US could extend its’ power to support Britain. Last, The Indian Ocean was a vast unknown for Navy units. Task force transits gathered a host of useful information, stored for future operations. Hats off to TF 90 and the crew of the USS FRANK KNOX the lead destroyer. Well done!

ED – We’re looking for a **cruise book** belonging to Lionel Price. Price wrote about the Concorde Squadron cruise in the book FRANKIE MARU. Price has his name in the front of the book and last saw it the San Diego Reunion. Contact Steve Cross at 619-992-9449 if you know where we can locate Price’s cruise book. Thank you!

PRICELESS DOCUMENT POSTED – A summary of the first year of activities of USS FRANK KNOX December 1944 – December 1945 is available on line at ussfrankknox.com (look in year 1945 for the document). Prepared by Bob Beachkofski SKD2, the document lists the Plank Owners, operational schedule and locations for the ship at different times. What is missing are events that made an impression on crew members, enough so that many noted these events in letters and diaries. We’ve a kamikaze attack that missed the ship, three torpedo attacks, the pilot’s chute, credit for sinking a German U-boat message and crew attendance at Japanese surrender ceremonies on USS MISSOURI.

GARY “GR’ JOHNSON, BT3 – Richard Huehn YN# received a call from Gary’s wife, Carol, reporting Gary had passed away October 13 of heart failure/COVID. Gary was aboard 1962-1966 and served in the forward fireroom according to Don Greer BT along with Mike Haloski. Carol sent in two photos of Gary, one early Navy photo and the second is Gary in later years.

Gary is part of the O- Board Salvage Crew that helped stabilize the FRANK KNOX while on Pratas Reef. If you have any memories of Gary while aboard, please share by contacting the Editor at 619-992-9449

TAPS – Reporting To A New Duty Station

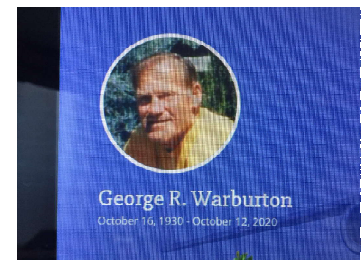
Irv Eisenberg, RM3 Aboard 1944-46
9- 2021, Brooklyn NY



Gary “GR” Johnson, BT3
1962-66 10–13, 2021, Minneapolis MN



Warburton, George DC1
56 - 57



Fair winds and following seas, gentlemen. From an Orv Krieg Newsletter:
“May the lord fill our sails with fair wind, support our hulls in inviting seas,
guide our hands upon the tiller toward pleasant places, and bring us home O
Lord, to a safe and loving harbor.”

“We are destroyermen! Ready to sail and always can do. The first to arrive
and the last to go.” Destroyerman’s Creed

2021 Annual On-Line Auction
Benefits the USS Frank Knox Reunion Association
Dates – November 9, 2021 0900 PST to November 14, 2021 1700 PST
Auction Manager Don Landers, Special thanks for those
contributing to our second Veterans Day Auction.
\$945.00 was raised for Frank Knox Reunion Assoc..

Item #1 David White Mfg; MKII, Sextant # 6162-43, Entered into US Navy Service. 11/22/1943; Class ETS. (Donated by Steve Cross, 1967-68) Won By **Don Landers \$500.00**

Item #2 USS Frank E. Evans ashtray. (Donated by Bob Sheridan, Capt. USN Ret.). Three other Evans items - Patch, two other Evans Logo items, book. (Donated by Bill Atkinson 1966-69) 4 item Bundle. Won By **Harry Chandler \$80.00**

Item #3 Original USS FRANK KNOX signal pennant "Number Five". This Yellow and Blue pennant shaped flag is original size and material, Blue X (number 5) 48" x 53" . Donated by Jack Lyman, Decommissioning crew, 1971. Won By **Tom Soltis \$30.00**

Item #4 Original USS FRANK KNOX signal flag "Letter KILO". The Yellow and Blue flag shape is original size and material 1/2 & 1/2 (letter K) 50" x 55" Donated by – Jack Lyman, Decommissioning crew, 1971. Won By **Steve Cross \$50.00**

Item #5 Coffee 12oz bag from BIRD ROCK ROASTERS. Shipped as beans ready for your personal grind setting. Bird Rock has added a black t-shirt with the white Bird Rock "surf van" logo. Size s- xl. Won By **Mike Watson \$45.00**

Item #6 Coffee from PANNIKIN, another local story. Easily the go-to-place in La Jolla CA because of the historic home the shop is located in. We'll even throw in a t-Shirt from Pannikin for a t-shirt with the coffee package design. Won By **Phil Jenkins \$25.00**

Item #7 Book BEEF STEW FOR 2500 – Donated and autographed by author Rudy Shappee, CWO Ret. Feeding our Navy from the Revolutionary War to the Present. Signed by author. Won By **Richard Swaney \$40.00**

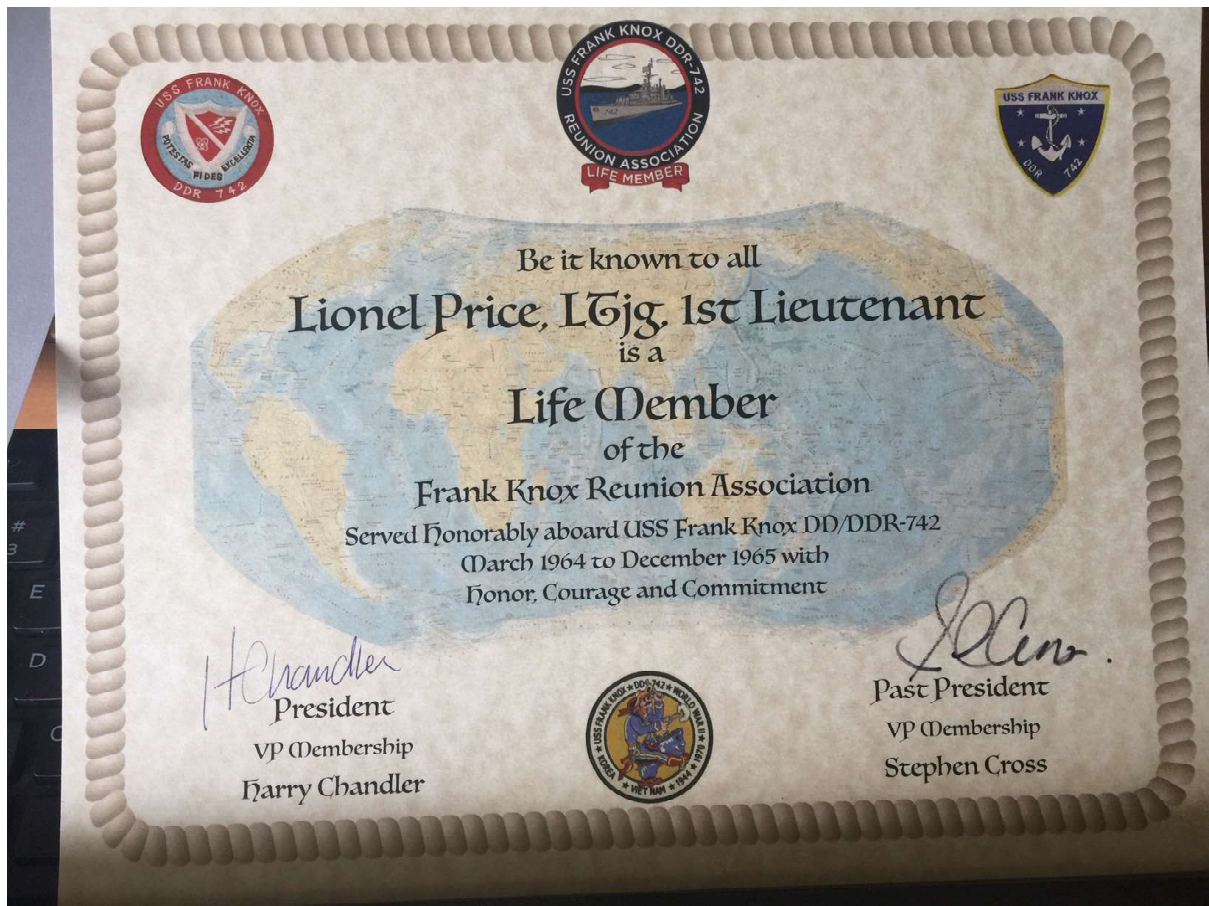
Item #8 Book DANGEROUS GROUNDS signed by author George Wallace, CDR USN ret. our reunion speaker in Chicago 2018. Signed by author Won By **Don Yegge \$55.00**

Item #9 Book PACIFIC CRUCIBLE, War in the Pacific, 1941-1942. Volume 1 of the Ian W. Toll Trilogy. Donated by Steve Cross, 1967-68. Won By **Don Yegge \$30.00**

Item #10 Official USS FRANK KNOX nylon windbreaker with an embroidered "Rough Rider" insignia. Donated by Steve Cross 1967-68. Won By **Bob Sheradan \$60.00**

Item #11 BOOK "FIRE + WINE – 75 Smoke-Infused Recipes from the Grill with Perfect Wine Pairings". BEAUTIFUL JUTE CARRY-ALL with two outside pockets Donated by Mike Watson 1966-68 and wife Margaret. Won By **Harry Chandler \$50.00**

Life Member Certificate and Pin



USS Frank Knox Ships Store



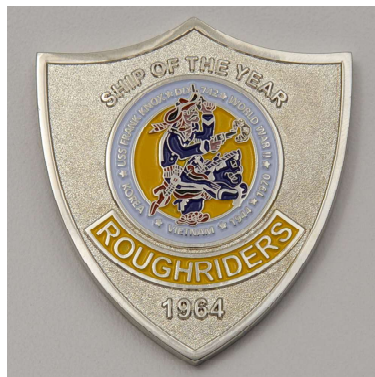
Baseball Cap \$20.00



Rough Rider Patch \$5.00



USS Frank Knox Shield Patch \$5.00



Ship of the Year Roughriders 1964 Medallion \$10.00



U.S.S. Frank Knox Ship's Medallion \$10.00



License Plate Frame \$20.00



USS Frank Knox \$10.00

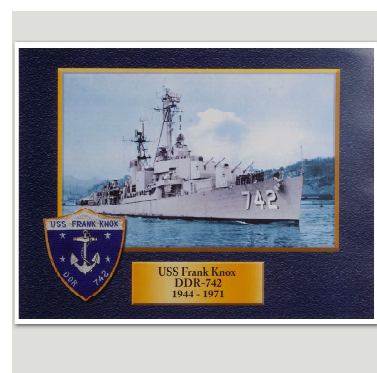
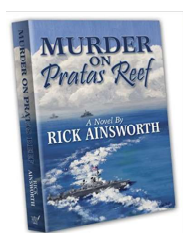
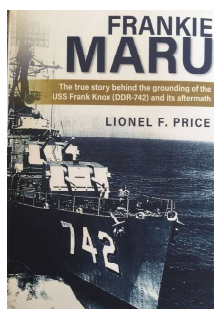


Photo - Ship with shield patch and plaque \$5.00



Murder on Pratas Reef

Finalist for the 2007 National Best Books Award for Historical Fiction, this must-read delivers a compelling story of suspense and intrigue. Set in the context of the real life accident, the burgeoning Vietnam war and the civil rights movement, the fictional murder tests the men of the Knox to their limits. Follow the adventure as they attempt the next-to-impossible feat of freeing their ship and turn what could have been humiliation into a testament to honor, loyalty, and dedication. This item is available on Amazon.com.



Copies available - USS Frank Knox Reunion Assoc. \$30.00 send check to Margaret Watson Treasurer. or, Order it Amazon.com Frankiemaru Lionel F. Price

"The true story behind the Grounding of the USS Frank Knox (DDR-742) and its Aftermath"

Welcome to our Ship's Store! Here you'll find some great items hand selected by Association volunteers. All are priced at what we pay plus a bit to cover shipping and taxes and we do our best to respond quickly to all orders. Items are sent 1st Class U.S. mail. Please let us know if you have any questions. Enjoy! How to Order We accept payment by check. To make a purchase, please give Don Greer a call and he'll take your order by phone at (503) 789-9968. Non members please add \$1 per item.

**Make your check payable to:
MARGARET WATSON
Mail check to:
3421 NW Coronado St.
Corvallis, OR 97330**

USS FRANK KNOX
REUNION ASSOCIATION
3421 NW Coronado Street
Corvallis, OR 97330